

# **FEDERAL AVIATION ADMINISTRATION AIRWORTHINESS DIRECTIVES**

## **LARGE AIRCRAFT BIWEEKLY 2014-08**

*4/7/2014 - 4/20/2014*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

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# LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S - Supersedes

## Biweekly 2014-01

2013-25-04		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-25-06		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-01		CFM International S.A.	CFM56-3 series and CFM56-7B series turbofan engines
2013-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	S 2011-24-09	Airbus	A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2013-26-04		The Boeing Company	747-400, -400D, and -400F series
2013-26-06	S 2010-19-01	Rolls-Royce Corporation	AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines
2013-26-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-08		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-26-10		Rolls-Royce plc	RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines
2013-26-12	S 2009-14-02	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series

## Biweekly 2014-02

There were no AD's published in this Large Bi-weekly period

## Biweekly 2014-03

2013-24-04	S 2003-19-11	Learjet Inc.	60
2013-25-03	S 2000-17-05 S 2001-04-09	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-01-04		Bae Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-01-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-02-01	S 2011-03-13	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)

## Biweekly 2014-04

2014-03-07	S 2009-26-16	The Boeing Company	MD-11 and MD-11F
2014-03-08		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-03-09		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-03-14		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-03-16		Rolls-Royce Deutschland Ltd & Co. KG	Tay 620-15, 650-15, and 651-54 turbofan engines
2014-03-17		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604 Variants)

## Biweekly 2014-05

2014-01-03		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B airplanes
2014-03-04		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2014-03-05		Bombardier, Inc.	BD-700-1A10 airplanes
2014-03-06		Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes

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2014-03-12	S 2002-23-19	Dassault Aviation	FALCON 2000 airplanes
2014-03-13		Fokker Services B.V.	F.28 Mark 0070 and 0100 airplanes
2014-03-15	S 2008-14-16	328 Support Services GmbH	328-100, 328-300 airplanes
2014-03-19		Boeing	737-600, -700, -800, -900, and -900ER series airplanes
2014-03-21		Boeing	727-200 and 727-200F series airplanes
2014-04-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2014-05-02	S 2002-10-11	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-03		Boeing	777-200, -200LR, -300, -300ER, and -777F series airplanes
2014-05-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series airplanes
<b>Biweekly 2014-06</b>			
2014-05-09	S 2012-12-08	Boeing	777-200 and -300 series airplanes
2014-05-12	S 2010-15-08	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-13	S 2004-12-07	Boeing	757-200, -200PF, and -200CB series airplanes
2014-05-16		Boeing	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes; 767-200, -300, -300F, and -400ER series airplanes
2014-05-18		Bombardier	DHC-8-400, -401, and -402 airplanes
2014-05-19		Boeing	747-200B, 747-200F, 747-300, and 747SP series airplanes; 747-400 and 747-400F series airplanes; 767-300 series airplanes
2014-05-20		Boeing	757-200, -200PF, -200CB, and -300 series airplanes
2014-05-21	S 2008-11-04	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-22		Boeing	717-200 airplanes
2014-05-23		Bombardier	BD-100-1A10 (Challenger 300) airplanes
2014-05-24	S 84-19-01	Boeing	747-100, 747-200B, and 747-200F series airplanes
2014-05-25		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2014-05-30	S 2013-07-07	Boeing	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2014-06-02		Boeing	747-400 series airplanes
<b>Biweekly 2014-07</b>			
2013-26-14	S 2008-08-04	Airbus	A318, A319, A320, A321 airplanes
2014-04-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
2014-04-10		Airbus	A330, A340 airplanes
2014-05-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
2014-05-17		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2014-05-27		Rockwell Collins	Mode S transponders
2014-05-28		Bombardier	DHC-8-400, -401, and -402 airplanes
2014-05-31	S 2008-08-25	Boeing	747-400F, 747-400 series airplanes
2014-05-32		Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-06-04		Boeing	747-8 and 747-8F series airplanes
2014-06-05	S 2007-03-02	Rolls-Royce Deutschland	Tay 620-15, Tay 650-15 and Tay 651-54 turbofan engines
2014-06-08		Bombardier	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2014-06-09	S 2009-18-18	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500 airplanes; ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes
2014-06-10	S 2014-06-10	Airbus	A330, A340 airplanes
2014-07-02		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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### Biweekly 2014-08

2014-05-32	COR	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-07-03		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-07-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-08-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R
2014-08-03		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-08-05		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines



**Corrected:** The PW2143 model was incorrectly listed as PW2146 throughout the AD. This copy has been corrected.

**2014-05-32 Pratt & Whitney:** Amendment 39-17804 Docket No. FAA-2013-0740; Directorate Identifier 2013-NE-24-AD.

**(a) Effective Date**

This AD is effective May 5, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Pratt & Whitney (PW) PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines.

**(d) Unsafe Condition**

This AD was prompted by a rupture of the diffuser-to-high-pressure turbine (HPT) case flange. We are issuing this AD to prevent failure of the diffuser-to-HPT case flange, which could lead to uncontained engine failure and damage to the airplane.

**(e) Compliance**

Unless already done, comply with this AD within the compliance times specified.

(1) For diffuser case part number (P/N) 1B7461, serial numbers (S/Ns) DGGUAK1306 and DGGUAK1308, and HPT case P/N 1B2440, S/N DKLBCS1032:

(i) Within 100 flight cycles or 30 days after the effective date of this AD, whichever is later, eddy current inspect (ECI) the diffuser case and the HPT case M-flange. Use PW Service Bulletin (SB) No. PW2000 72-763, Revision 1, dated August 30, 2013, to do the inspection.

(ii) Reserved.

(2) For all diffuser and HPT cases at the next piece part opportunity and every piece part opportunity thereafter, perform a high sensitivity fluorescent-penetrant inspection (FPI) of the entire diffuser case rear flange (M-flange) and bolt holes, and the entire HPT case forward flange (M-flange) and bolt holes.

**(f) Optional Terminating Action**

As a terminating action to the repetitive inspection requirements of this AD, you may insert the repetitive inspection requirement identified in paragraph (e)(2) of this AD into the required inspection portion of your continuous airworthiness maintenance program.

**(g) Definition**

For the purpose of this AD, piece part opportunity is defined as when the part is completely disassembled.

**(h) Prohibition Statement**

After the effective date of this AD, do not install any engine with a diffuser or HPT case onto any airplane that was not inspected using paragraph (e) of this AD.

**(i) Credit for Previous Actions**

If you performed an ECI of the diffuser case and HPT case M-flange using the Accomplishment Instructions of PW SB No. PW2000 72-763, dated March 22, 2013, or you performed a high sensitivity FPI of the diffuser case and HPT case at the piece part opportunity after January 1, 2010, you met the requirements of paragraph (e)(1) of this AD.

**(j) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(k) Related Information**

(1) For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7758; fax: 781-238-7199; email: mark.riley@faa.gov.

(2) Pratt & Whitney Engine Manual, P/N 1A6231, (PW2000) and P/N 1B2412 (F117), Chapter 72-41-00, Inspection/Check-02, (Task 72-41-00-230-002) and Chapter 72-52-00, Inspection/Check-02 (Task 72-52-00-230-000), which are not incorporated by reference in this AD, can be obtained from Pratt & Whitney, using the contact information in paragraph (l)(3) of this AD.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pratt & Whitney Service Bulletin No. PW2000 72-763, Revision 1, dated August 30, 2013.

(ii) Reserved

(3) For PW service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on March 6, 2014.  
Colleen M. D'Alessandro,  
Assistant Directorate Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2014-07-03 Fokker Services B.V.:** Amendment 39-17817. Docket No. FAA-2013-0674; Directorate Identifier 2012-NM-217-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 12, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, all serial numbers.

**(d) Subject**

Air Transport Association (ATA) of America Code 28, Fuel.

**(e) Reason**

This AD was prompted by a design review, which revealed that no controlled bonding provisions are present on a number of critical locations inside the fuel tank or connected to the fuel tank wall. We are issuing this AD to prevent an ignition source in the fuel tank vapor space, which could result in a fuel tank explosion and consequent loss of the airplane.

**(f) Compliance**

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**(g) Installation of Bonding Provisions**

(1) Within 24 months after the effective date of this AD: Install the additional bonding provisions at the locations specified in, and in accordance with, Parts 3, 4, 5, and 6 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-069, dated August 17, 2012, which includes the attachments identified in paragraphs (g)(1)(i) through (g)(1)(ix) of this AD.

(i) Fokker Drawing W31036, Sheet 001, Issue A, dated November 12, 2012.

(ii) Fokker Drawing W69280, Sheet 001, Issue A, dated November 12, 2009.

(iii) Fokker Drawing W69350, Sheet 001, Issue A, dated November 12, 2009.

(iv) Fokker Drawing W69285, Sheet 001, Issue A, dated November 12, 2009.

(v) Fokker Drawing W69200, Sheet 001, Issue A, and Sheets 002 through 004, Issue B, all dated November 12, 2009.

(vi) Fokker Drawing W69240, Sheet 001, Issue A, and Sheets 002 through 004, Issue B, all dated November 12, 2009.

(vii) Fokker Drawing W69335, Sheet 001, dated November 12, 2009.

(viii) Fokker Drawing W69405, Sheet 001, dated November 12, 2009.

(ix) Fokker Drawing W69710, Sheet 004, Issue B, dated November 12, 2008.

(2) At the next scheduled opening of the fuel tanks after the effective date of this AD, but no later than 84 months after the effective date of this AD, install the additional bonding provisions at the locations specified in, and in accordance with, Parts 1, 2, 7, 8, and 9 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-069, dated August 17, 2012, which includes the attachments identified in paragraphs (g)(2)(i) through (g)(2)(ix) of this AD.

(i) Fokker Drawing W31036, Sheet 001, Issue A, dated November 12, 2012.

(ii) Fokker Drawing W69280, Sheet 001, Issue A, dated November 12, 2009.

(iii) Fokker Drawing W69350, Sheet 001, Issue A, dated November 12, 2009.

(iv) Fokker Drawing W69285, Sheet 001, Issue A, dated November 12, 2009.

(v) Fokker Drawing W69200, Sheet 001, Issue A, and Sheets 002 through 004, Issue B, dated November 12, 2009.

(vi) Fokker Drawing W69240, Sheet 001, Issue A, and Sheets 002 through 004, Issue B, dated November 12, 2009.

(vii) Fokker Drawing W69335, Sheet 001, dated November 12, 2009.

(viii) Fokker Drawing W69405, Sheet 001, dated November 12, 2009.

(ix) Fokker Drawing W69710, Sheet 004, Issue B, dated November 12, 2008.

#### **(h) Revision of Maintenance or Inspection Program**

Within 30 days after installing the bonding provisions specified in paragraph (g)(1) or (g)(2) of this AD, whichever occurs first: Revise the airplane maintenance or inspection program, as applicable, by incorporating the fuel airworthiness limitation items and critical design configuration control limitations (CDCCLs) specified in paragraph 1.L.(1)(c) of Fokker Service Bulletin SBF100-28-069, dated August 17, 2012.

#### **(i) No Alternative Actions, Intervals, and/or CDCCLs**

After accomplishing the revision required by paragraph (h) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used unless the actions, intervals, or CDCCLs are approved as an alternative method of compliance in accordance with the procedures specified in paragraph (j) of this AD.

#### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch; ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425 227-1137. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or by the Design Approval Holder with a State of Design Authority's design organization approval). You are required to ensure the product is airworthy before it is returned to service.

#### **(k) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0242, dated November 12, 2012, for related information. The MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0674-0002>.

#### **(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Fokker Service Bulletin SBF100-28-069, dated August 17, 2012, which includes the attachments identified in paragraphs (l)(2)(i)(A) through (l)(2)(i)(O) of this AD.

- (A) Fokker Drawing W31036, Sheet 001, Issue A, dated November 12, 2012.
- (B) Fokker Drawing W69280, Sheet 001, Issue A, dated November 12, 2009.
- (C) Fokker Drawing W69350, Sheet 001, Issue A, dated November 12, 2009.
- (D) Fokker Drawing W69285, Sheet 001, Issue A, dated November 12, 2009.
- (E) Fokker Drawing W69200, Sheet 001, Issue A, dated November 12, 2009.
- (F) Fokker Drawing W69200, Sheet 002, Issue B, dated November 12, 2009.
- (G) Fokker Drawing W69200, Sheet 003, Issue B, dated November 12, 2009.
- (H) Fokker Drawing W69200, Sheet 004, Issue B, dated November 12, 2009.
- (I) Fokker Drawing W69240, Sheet 001, Issue A, dated November 12, 2009.
- (J) Fokker Drawing W69240, Sheet 002, Issue B, dated November 12, 2009.
- (K) Fokker Drawing W69240, Sheet 003, Issue B, dated November 12, 2009.
- (L) Fokker Drawing W69240, Sheet 004, Issue B, dated November 12, 2009.
- (M) Fokker Drawing W69335, Sheet 001, dated November 12, 2009.
- (N) Fokker Drawing W69405, Sheet 001, dated November 12, 2009.
- (O) Fokker Drawing W69710, Sheet 004, Issue B, dated November 12, 2008.

(ii) Reserved.

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email [technicalservices@fokker.com](mailto:technicalservices@fokker.com); Internet <http://www.myfokkerfleet.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on March 27, 2014.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-07-05 Fokker Services B.V.:** Amendment 39-17819. Docket No. FAA-2013-0865; Directorate Identifier 2012-NM-199-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 21, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, as identified in Fokker Service Bulletin SBF100-53-118, Revision 2, dated October 16, 2012.

**(d) Subject**

Air Transport Association (ATA) of America Code 53, Fuselage.

**(e) Reason**

This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the butt-joints on the forward fuselage above the passenger door are subject to widespread fatigue damage (WFD). We are issuing this AD to prevent fatigue cracking of such butt-joints, which could result in reduced structural integrity of the airplane and in-flight decompression of the airplane.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Inspection**

Before the accumulation of 35,000 total flight cycles, or within 8 months after the effective date of this AD, whichever occurs later: Do a low frequency eddy current inspection for cracking of the forward fuselage butt-joints, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-53-118, Revision 2, dated October 16, 2012.

**(h) Repair**

If any cracking is found during the inspection specified in paragraph (g) of this AD, before further flight, do the actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Accomplish a temporary repair, including a detailed inspection for cracks in the butt strap on the inside of the applicable joint, and all applicable corrective actions, in accordance with the

Accomplishment Instructions of Fokker Service Bulletin SBF100-53-118, Revision 2, dated October 16, 2012.

(2) Do a terminating repair of the forward fuselage butt-joints, including a detailed inspection for cracks in the butt strap on the inside of the applicable joint, and all applicable corrective actions, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-53-119, Revision 2, dated May 8, 2013. Accomplishing the terminating repair specified in this paragraph is a method of compliance with the terminating repair required by paragraph (j) of this AD.

#### **(i) Reporting**

Submit a report of any crack findings from the inspection specified in paragraph (g) of this AD to Fokker Services, Hoeksteen 40, 2132 MS Hoofddorp, P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands; by using the Reporting Form (figure 14 and figure 15, as applicable) of Fokker Service Bulletin SBF100-53-118, Revision 2, dated October 16, 2012; at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### **(j) Terminating Repair**

Before the accumulation 50,000 total flight cycles, or within 8 months after the effective date of this AD, whichever occurs later: Do the terminating repair of the forward fuselage butt-joints, including a detailed inspection for cracks in the butt strap on the inside of the applicable joint, and all applicable corrective actions, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-53-119, Revision 2, dated May 8, 2013. Do all applicable corrective actions before further flight.

#### **(k) Credit for Previous Actions**

(1) This paragraph provides credit for applicable actions required by paragraphs (g) and (h)(1) of this AD, if those actions were performed before the effective date of this AD using the service bulletins specified in paragraph (k)(1)(i) or (k)(1)(ii) of this AD, which are not incorporated by reference in this AD.

(i) Fokker Service Bulletin SBF100-53-118, dated April 10, 2012.

(ii) Fokker Service Bulletin SBF100-53-118, Revision 1, dated July 6, 2012.

(2) This paragraph provides credit for actions required by paragraphs (h)(2) and (j) of this AD, if those actions were performed before the effective date of this AD using the service bulletins specified in paragraph (k)(2)(i) or (k)(2)(ii) of this AD, which are not incorporated by reference in this AD.

(i) Fokker Service Bulletin SBF100-53-119, dated June 20, 2012.

(ii) Fokker Service Bulletin SBF100-53-119, Revision 1, dated October 30, 2012.

#### **(l) Compliance Time Provisions**

No alternative compliance times may be used for the modification required by paragraph (j) of this AD, unless extensive new data are provided and the compliance time is approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (m) of this AD.

**(m) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(n) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0218, dated October 19, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0865-0001>.

(2) Service information identified in this AD that is not incorporated by reference may be viewed at the addresses specified in paragraphs (o)(3) and (o)(4) of this AD.

**(o) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Fokker Service Bulletin SBF100-53-118, Revision 2, dated October 16, 2012.

(ii) Fokker Service Bulletin SBF100-53-119, Revision 2, dated May 8, 2013.

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email [technicalservices@fokker.com](mailto:technicalservices@fokker.com); Internet <http://www.myfokkerfleet.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on March 28, 2014.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-08-02 Airbus:** Amendment 39-17826. Docket No. FAA-2013-0668; Directorate Identifier 2013-NM-017-AD.

**(a) Effective Date**

This AD becomes effective May 21, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; and Airbus Model A300 B4-605R and B4-622R airplanes; certificated in any category, except airplanes on which Airbus Modification 10324 or 10325 has been embodied in production.

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Reason**

This AD was prompted by reports of cracks found in the bottom wing skin stringers at rib 14 during full-scale fatigue testing and in service. We are issuing this AD to prevent cracking in the bottom wing skin stringers, which could result in reduced structural integrity of the wings.

**(f) Compliance**

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**(g) Modification of Rib 14**

Before the accumulation of 42,500 total flight cycles, or within 2,000 flight cycles after the effective date of this AD, whichever occurs later, modify the profile of stringer run-outs at rib 14 of both wings, including a high frequency eddy current inspection of the fastener holes for defects and all applicable repairs, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-6046, Revision 02, dated June 21, 2013, except as required by paragraph (h) of this AD. Do all applicable repairs before further flight.

**(h) Exception to the Service Information**

Where Airbus Mandatory Service Bulletin A300-57-6046, Revision 02, dated June 21, 2013, specifies to contact Airbus for repair instructions, this AD requires contacting the Manager, ANM-

116, International Branch, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent) for repair instructions and doing those repairs before further flight.

**(i) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-57-6046, dated January 18, 1994; or Airbus Mandatory Service Bulletin A300-57-6046, Revision 01, dated April 18, 2011 (which are not incorporated by reference in this AD).

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0008R1, dated January 22, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0668-0002>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (l)(3) and (l)(4) of this AD.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Airbus Mandatory Service Bulletin A300-57-6046, Revision 02, dated June 21, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 2, 2014.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-08-03 Bombardier, Inc.** Amendment 39-17827. Docket No. FAA-2013-1069; Directorate Identifier 2013-NM-197-AD.

**(a) Effective Date**

This AD becomes effective May 21, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10002 through 10335 inclusive.

(2) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Bombardier, Inc. Model CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15293 inclusive.

(3) Bombardier, Inc. Model CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19002 through 19036 inclusive.

**(d) Subject**

Air Transport Association (ATA) of America Code 27, Flight controls.

**(e) Reason**

This AD was prompted by a determination that for certain slat system jam-disconnect failure cases, the resulting slat skew could lead to failure of the eccentric pin at the slat track attachment. If the pin migrates out of the attachment lugs, this could cause certain slat panels to disconnect from the wing. We are issuing this AD to prevent failure of the eccentric pins at the slat track attachment, and slat panels consequently disconnecting from the wing, leading to the loss of the airplane.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Replacement**

Within 6,000 flight hours or 30 months, whichever occurs first, after the effective date of this AD: Remove and replace the locking plate having part number (P/N) CC670-12076-1 with an anti-migration assembly having P/N CC670-12370-1, on both the left and right number 3 slats, in

accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-066, dated June 10, 2013.

**(h) Parts Installation Prohibition**

As of the effective date of this AD, no person may install any locking plate having P/N CC670-12076-1 on any airplane.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the New York ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or the Design Approval Holder with a State of Design Authority's design organization approval, as applicable). You are required to ensure the product is airworthy before it is returned to service.

**(j) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-31, dated October 8, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1069-0002>.

**(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Bombardier Service Bulletin 670BA-27-066, dated June 10, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 4, 2014.  
Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-08-05 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate previously held by Rolls-Royce Deutschland GmbH and BMW Rolls-Royce GmbH):** Amendment 39-17829; Docket No. FAA-2013-0884; Directorate Identifier 2013-NE-31-AD.

**(a) Effective Date**

This AD becomes effective May 23, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines.

**(d) Reason**

This AD was prompted by a report of a partial de-bonding of the low-pressure compressor (LPC) case ice impact panels during an engine shop visit. We are issuing this AD to prevent failure of the LPC case ice impact panels, which could result in damage to the engine and loss of control of the airplane.

**(e) Actions and Compliance**

Unless already done, after the effective date of this AD, at the next engine shop visit or within 12,500 engine flight cycles since the last shop visit, whichever occurs first, replace the four LPC ice impact panels with panels eligible for installation.

**(f) Definitions**

(1) For the purposes of this AD, an "engine shop visit" is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges. The separation of engine flanges solely for the purpose of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(2) For the purposes of this AD, a panel that is "eligible for installation" is a new LPC impact panel or one that has been repaired using RRD Alert Non-Modification Service Bulletin (NMSB) No. ALERT SB-BR700-72-A900281, dated July 1, 2013.

**(g) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(h) Related Information**

(1) For more information about this AD, contact Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; email: rose.len@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0231, dated September 24, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0884-0002>.

(3) RRD Alert NMSB No. ALERT SB-BR700-72-A900281, dated July 1, 2013, which is not incorporated by reference in this AD, can be obtained from RRD using the contact information in paragraph (h)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: 49 33-7086-1944; fax: 49 33-7086-3276.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

**(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on April 8, 2014.

Ann C. Mollica,  
Acting Assistant Directorate Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.